THE LATE ELECTION-GIRAR'S COLLEGE

-PAUPERISM, &c. Prom Our Own Correspondent.
PHILADELPHIA, May 11, 1858.

They are seeking to disguise the stupefying overthrow which the Lecompton Democracy have sufsered here, by all the mean and lying shifts and subterfoges and evasions for which that virtuous party has been so long pre-eminent. Some of their great eracles are almost dumb at the result. A few of them confessed in private to being in a critical condition, but the wholesale slaughter they suffered had never for a moment even entered into their dreams. Our victory is astounding even to us who achieved it. Only look at it. In May, 1856, this city set the great Presidential ball in motion by giving Vaux for Mayor a majority of more than 4,000 votes. This vote inflamed the courage of the Buchanan men immensely. Under its invigorating indications they pursued the warfare to the October election, when they carried the city by over 3,000 majority, and then elected three Representatives, Florence, Phillips and Landy, who have so persist-ently supported the Lecompton swindle in all its edicus phases, and who are now certain to be edicus phases, and who are now certain to be turned out the moment we have an opportunity to get rid of them. In November following she sgain went for Buchanan. In May, 1858, all this towering ascendency is laid prostrate. The Anti-Lecompton Mayor is elected by 4,700 majority, and the entire ticket with him. Nothing can be more manifest than that this is a victory over Lecompton. Henry, the new Mayor, stumped the city on Lecompton: denounced it everywhere and without compton; denounced it everywhere and without empton; denounced it everywhere and without stint. Vaux, on the other hand, was dumb. The Convention which nominated him refused even to entertain a resolution on the subject—it contained death and destruction anyhow—so they let it alone. Then it turns out that Worrell, who ran on the Democratic ticket for Receiver of Taxes, was an extended that the contains a subject to the cont

out-and-out Anti-Lecomptonite, and known in his own neighborhood as being such. Worrell ran near two thousand votes ahead of all others on the mear two thousand votes ahead of all others on the same ticket. Here is confirmation of the cause for this mighty change in public sentiment too strong to be resisted. The blow came only four days after the passage of English's juggle through Congress? Thus Philadelphia, which in November, 1856, gave Buchanan a clear majority over all opposition of air thousand votes, has now repudiated him by a majority of four thousand seven hundred—a change of nearly eleven thousand in eighteen months. So much for violated promises, broken faith and tame much for violated promises, broken faith and tame subserviency to the Slave Power. Cotton is not king by any means. This tremendous verdict has already been heralded over the country, and its exalready been heralded over the country, and its ex-hilarating echoes will wake up glorious answers on the green slopes of Kansas, and impart fresh cour-age to the jaded freemen of that unhappy Territory. It will show them that their wrongs are known and sympathized with by Pennsylvania, and that the traitorous instigator of them has been spewed out in the metropolis of that State where his impu-dent and servile worshipers claim him as her "the dent and servile worshipers claim him as her "fa-verite son." Better than even all this, it gives no tice to the world that a vast and necessary revolu-tion is impending—that the wrong cannot always

It has taught the friends of the Administration bereabouts that the system of reading out of the party all who oppose them on this issue will not be afe. There is danger seen that such will find themselves strong enough to stay out. Symptoms of a yielding on this point begin to manifest themselves, and coaxing and cajolery are already practiced in some quarters where a permanent defection would be likely to become dangerous or formidable. But oo many hard things will have to be unsaid, so many core places plastered over that even the proverbialy flexible consciences of the Democracy in some that Buchanan will henceforth turn his face Northward, and concede now what he has always con-tended for, a fair protection for American labor from the pauper labor of Europe. But if Nazareth could justify the sneer that no good ever came out of it, what hope can this generation have that anything but villainy can proceed from Wheatland?

Many of your readers will be interested in the statistics of our great public benefaction, the Girard College. This institution for the education and

maintenance of orphan boys, was endowed munifi-cently by Stephen Girard, the modest, methodical, and highly successful merchant and mariner. The vest marble pile, built on forty-five acres of land now almost in the center of the city, needs no description. I refer only to the interior statistics of this most comprehensive charity. Here orphan boys from every section of the State are congregated for education, and for ten years the College has been in successful operation, fulfilling in practices of the contraction of the state are congregated for education. tice the educational theories of its generous founder. The charity, saving an enormous outlay in erecting buildings, has been faithfully administer Already it realizes all that its founder contemplated and all its friends could desire. Ninety-three poor orphan boys were admitted during the past year, and the whole number of immates is now 355. All these are maintained and educated gratuitously; 54 of them have neither father nor mother; 281 have mothers only. These boys are thoroughly educated, even up to the languages, and are qualified, when about 16 years old, to enter as apprentices on any business for which a suitable opening may occur. Those apprenticed out are now 177 in number; 26 of these are farmers, 13 are chemists, 12 are archi tects and engineers, and the remainder are mechanics. The cost of maintaining this magnificent establishment last year was only \$88,173 42. For clothe each pupil cost \$46 28; to feed him, \$74 89, and to teach him, \$48 57, or a total expenditure for each pupil of \$169 72. Who can doubt that many friendless orphans will in future years be come distinguished in the several departments of art and science for which they were thus qualified by the munificence of Girard? No object is more serving of attention among the lions of our city Strangers from abroad are continually crowding its marble halls, attracted by the fame of its celebrated marble halls, attracted by the fame of its celebrated architecture, as well as by the discipline of its management. It will stand for ages, a monument of the far-reaching and comprehensive benevolence of its remarkable founder, whose noblest ambition appears to have been that of heaping the most substantial blessings on the city of his adoption.

From the College it is but a step to the Pennsylvania Institution for the Blind. What a scene this

admirable charity presents! It has now 150 inmates, more than at any former period. Of these, 124 belong to this State; the rest are from Delaware, Maryland, New-Jersey, and other States where no such institutions exist. Only 7 of the whole number are pay pupils, though 24 contribute to their own support as assistant teachers, and by their mechanical industry. To a mind imbued with their own support as assistant teachers, and by their mechanical industry. To a mind imbued with proper feeling, few places offer a more interesting study than this. Many of the pupils, the girls espe-cially, immediately enlist the sympathy of the visitor. All these pupils are more or less engaged in some branch of light manufacturing. It is true that much cannot be done by a workman entirely blind, and that even that must be of the simplest descrip-tion. Yet some of these blind pupils produce brushe of superior beauty and excellence, and a ready sale is found for all they can make. Eight years ago the whole product of the Institution amounted to \$4,000. Last year it had risen to \$11,000. Is it strange that year it had risen to \$11,000. Is it strange that this asylum is constantly throughd by visitors. One afternoon in each week is appropriated as a special occasion for receiving company, and then a fine musical performance is given by the pupils.

The fame of these concerts has for years past attracted large numbers of our citizens and their friends. The heavestern the pupils.

friends. The benevolent managers of the institu-tion seized on this public appreciation of the musical proficiency of the pupils, and turned it to good ac-count for the benefit of the latter. They exacted a very trifling fee for admission; yet from this little fee has risen a fund which is exercising a most salutary influence in behalf of the graduates. From this exhibition fund each pupil in good standing receives an outfit on leaving the institution, sufficient to purchase the machinery and tools necessary for the simple trade he learns within its walls. Last year this little fee realized the handsome sum of \$1,300; yet \$761 was found sufficient for the gradnates during the same period. So the little fee fund goes on accumulating. Since this admission was metitated it has yielded \$7,000, and the cutility to

graduates have consumed \$3,839, leaving a clear surplus of some \$2,500, most of which is at interest, and is sacredly regarded as the foundation of a permanent fund for this most beneficial purpose. Truly, the value of small things is here most strikingly illustrated. Among the works which greatly interested me is a dictionary for the blind, some 200 pages of which have been printed here, with 400 pages yet to be done. It will no doubt be used by all kindred institutions in the country. This has a press almost constantly employed in producing works especially for the blind. No public charity is more certain to command the sympathy of every wellcertain to command the sympathy of every well-regulated mind than this.

The great Blockley Alms-House, wherein some 2,300 pappers are continually fed and cared for, was the scene of such atrocious cheating and stealing while under the dominion of the Democracy, that the Board of Guardians of the Poor acquired the significant name of "Board of Buzzards." The title was surprisingly appropriate. Flocks of un-clean birds hovered around and fed upon its enormous supplies of money and provisions. The stealings rivaled in magnitude the plundering of the accomplished thieves who riot in office in your own city. In barefaced impudence, too, they have been not a whit deficient. An investigation last week disclosed the curious fact that \$450 had been disclosed the curious fact that \$450 had been charged to the purchase of thimbles for the pupers? The Board of Buzzards had purchased 22,660 thimbles. Some of these cost \$42 per gross, and were silvered at that. But the late election has cleared the atmosphere of this vulture crowd, as they all go out of office in July. The fact is, our people are so little accustomed to being robbed in this shameless way, that the thieves, no matter to what party they may belong, are turned out bodily as soon as their guilt is proven.

guilt is proven.

The Governor besitates to sign the new usury law, and also another most important bill which roots out and exterminates a countless swarm of begus insurance companies, which for years past have been plundering the community in every quar-ter of the State. The papers hint at private and personal ends to be served by this refusal, and as the newspapers are so well informed now-a-days on all matters of public or private interest, there is too much reason to believe the allegation true. Then the Governor has already vetoed bills without number-some for good reason, but others on the shall

ber—some for good reason, but others on the shallowest pretexts.

The curse of too much legislation has lighted on us in the shape of twelve city passenger railways. These railways are authorized to occupy thirty of our principal streets, some of them with double tracks. Speculators have run the matter into the ground, overdone the business, we hope, and will fail to raise the \$5,000,000 necessary to build these tracks. It is already ascertained that dwelling. tracks. It is already ascertained that dwelling-houses depreciate in value on every street wherein a railway is laid. Private carriages immediately abandon it, as the rails destroy the wheels, and drays, carts and wagons alone are able to use the street. Some of the charters thus hastily granted possess extraordinary privileges, overriding private rights to a monstrous extent This wholesale invasion of municipal soil is destined to work great changes in our city—some for good, but much for evil. Our position should be a warning to all other cities into which this unnatural furor may chance to

presid.

Mayor Vaux having been so shamefully ousted by the people, the talk now is that the Administration ought to provide something good for him. It was so with Loring; and has not Vaux been equally victimized! What a perversion of power given for honest purposes the thing implies! Whom the peo-ple repudiate for unfaithfulness, the Administration

There will be a hearty union of all the opposition to Democracy in New-Jersey this Fall. The cementation is complete, unanimous and cordial. It will result in displacing one doughface from the Senate and filling his seat with one of very different antecedents.

antecedents.

A great depression prevails in the coal trade. Prices are unsettled and nominal. Proposals for furnishing twenty-five hundred tuns to the Alms-House were opened yesterday, when thirty-two bids for the contract appeared. The highest price asked by the bidders was \$4 and the lowest \$2.79. So much competition to secure the contract, and such extremely low bids, argue an unusual stagna-

FROM BOSTON.

From Our Own Correspondent.

BOSTON, May 12, 1858. We are now engaged in the attempt to discover whether the Jury in the Shaw case and the Shaw in the Salem nuisance case decided rightly. We expect to get up parties on both these questions before Fa!!. Will you bear with me while I make a remark or two on the present aspect of both these questions? You will, perhaps, remember that the great lawsuit of Mrs. Shaw against the Boston and Worcester Railroad has been tried three several times since January, 1852, when the accident occurred by which Mr. Snaw lost his life and Mrs. Shaw both her arms. The Railroad offered to pay \$5,000, but this offer was declined. The first Jury awarded Mrs. Shaw \$15,000; the second added to that sum interest for three or four years, and brought it up to \$18,000. Both these verdicts were set aside, and a new trial ordered, and this has just terminated in a disagreement of the Jury. Common report says that only one of the jurors stood out, and he could not be convinced that the plaintiff and her husband were using due and customary caution, when they approached the crossing. After three long trials, before crowded au-diences of course, some degree of partisanship is generated. The Transcript gave voice to the indignation of one side by intimating that the dissenting jurer was bribed or unduly influenced, he being a dealer in railroad iron.

The innuendo was, that a dealer in railroad iron. could not try a question fairly between a wom-an and a railroad company. The Transcript fol-lowed up its innuendo by contrasting this iron man with the foreman of the Jury which gave \$18,000, who, it said, was a large stockholder in the defendwho, it said, was a large stockholder in the defend-ant road. In this there was a serious mistake of fact, Mr. Peter B. Brigham, the person alluded to, being a Director in the Fitchburg Railroad, and not a stockholder in the Worcester. The Transcript, however, has apologized handsomely for its errors of logic and fact. Next, The Advertiser took up the controversy on the other side, and after inne cently remarking that "any public expression of "partmanship in favor of either side cannot fail "to disturb the equal and impartial course of just-ice," it proceeds to give a partisan statement of the case on the side of the railroad, including some hearsay evidence which Judge Bigelow expressly excluded from the minds of the Jury. If the discussion goes on, it will be impossible, six months hence, to find an impartial Jury to try the case for

the fourth time.

Mr. Choate made one of his greatest speeches in behalf of the plaintiff, much superior to any argu-ment I have heard him make for several years. I did not hear Mr. Hoar, who spoke for the railroad. Judge Bigelow's charge was able and fair, leaning, if at all, in favor of the plaintiff. It was not en cumbered by more than the usual number of tru-isms. Some charges which are delivered to juries in this neighborhood are positively insulting to them, as ridiculous in their way as the stories the Western humorists tell us of the judges in the backwoods. The very A B C of common sense is laid down by the half hour together to men who are selected because in matters of common sense they are supposed to be *experts*. I thought at first that Judge Bigelow was presuming a little when he told the Jury that positive testimony was much more valuable than negative testimony, and that if a man should come into the court-room, and say h esaw a certain man there, and another should come in and say he did not see him, the evidence that he was there would be stronger than the evidence that he was not! But it occurred to me that perhaps Judge Bigelow might be intending to correct Judge Skaw, who, in arguing the question of the alibi, in his charge against Professor Webster, used this lan-

gange:

It is said that positive featimony is more available than negative; and it not suffrequently happens, in proof of this sort, that one witness sees one taking, which another did not. Now when two persons are placed in a position to observe, and one says that he did see it, and the other says that he did not not not not set with the did not place in a negative say that he did not not not not that it suffering. For, incube one is negative and the other positive, yet, it the case who inciding

that he did not see & was piaced in a position in which he would have seen it if it had occurred, they are contradictory," The limitations to the doctrine contained in the words "if he was placed in a position in which he would have seen it," may perhaps redeem it from condemnation as nonsense; yet of course nobody can know whether he would have observed or not, even if in a position to observe. Suppose four men are absorbed in whist when the clock strikes ten—I will not suppose the control of the contr

will not suppose a case which will seem to imply that that game may be played until a late hour—one of them may hear it and be able to swear to it, and the three others, though in as good a position to hear it, may not. According to Judge Shaw, the evidence that the clock did not strike would be overpowering, three to one.

Let me proceed to the controversy about Judge

Let me proceed to the controversy about Judge Shaw's ruling in the nuisance case. You already know what this ruling is. Of course it is not allowed to pass unquestioned. Yet you would hardly deem it possible that such papers as The Boston Courier and Journal would venture to criticise it. What are we coming to? Is the public faith in the decisions of courts to be undermined at this late day, by these eminent conservatives? Are we to besieve what the radicals and abolitionists have always said, viz: that the reverence this class has felt ways said, viz: that the reverence this class has felt and expressed for the Chief Justice, has only been founded on his services in behalf of the Fugitive Slave act, and that the moment he encroached upon any of the ancient defenses of Hunkerism and wrong, there would be a clamor against him? I shall not be surprised to see these papers, before long, suggesting that the Chief Justice is getting a little too old for active service, and that perhaps he had better retire before he loses the laurels he has won.

I have only to say, in addition, on this subject.

that in Springfield, in Cambridge, in Chelsea and in Milford, the law according to Shaw has been enforced without resistance, and with the concurenforced without resistance, and with the concur-rence, apparently, of conservatives as well as tem-perance men. In these piaces, the police have taken the matter in hand, and have proceeded in a formal and efficial manner. It is to be hoped that the work will be left to the proper officers. There is great veneration in the Yankee mind for the official staff and badge, even when the legal warrant is wanting, and if the police are careful and keep themselves within the restrictions stated by the Chief Justice, there will be no resistance, and no demand for the repeal of the law. The Lecompton Democracy will of course be indignant. They probably look upon the decision, and the proceedings under it, as party measures, designed, by removing from the people the means of getting drunk, to impair their belief in Pro-Slavery Democracy.

to impair their benef in Pro-Slavery Democracy. I should not be surprised to find them agitating for Judge Shaw's impeachment, or removal by address, on the ground that he has prostituted his office to party purposes. But then other men are equally guilty. Every schoolmaster and clergyman in the State is a conspirator in this point of view, and liable to be put down.

I am sorry to say that Mr. Buchanan's interference in favor of the martyr Loring is not received with much favor by his party in this region. If they had supposed that the only result of the removal would have been to keep some good Lecompton Democrat out of a snug \$4,000 place, they would never have made such a clamor about it. The Post is far from cordial, and there is grumbling in the Custom-Houses. It is stated that Loring The Post is far from cordial, and there is grumbling in the Custom-Houses. It is stated that Loring voted for Fremont, but this is not a probable story.

Gov. Banks has appointed eighty or ninety trial Justies, under a law of last Winter, which provided that a certain number of Justices of the Peace should be "designated and commissioned" to try criminal cases. The great body of Justices are prohibited from acting in criminal matters. The law allows to the whole State about 170 of these trial Justices, but the Governor has kept down the num-Justices, but the Governor has kept down the number judiciously, though he probably has some more appointments to make. His selections are very good ones, so far as I know, and the law will, probably, be more popular than a similar one which was passed some years ago, and afterward repealed. Half a dozen members of the last Legislature are among the Justices newly appointed, and I infer from this fact that the act is not considered as creating new officers, but only as setting apart a portion of the old Justices for a certain class of duties. of the old Justices for a certain class of duties. There is a State law which forbids members of the

There is a State law which forbids members of the Legislature from holding offices created during the session for which they are elected.

I have done my best to spesk well of Gov. Banks's nominations, and have generally succeeded. Yet whenever I have thought proper to comment upon the appointment of such men as the defamer of Fremont and the "friend" of Brooks and Edmundson, I have been met with the chidings of The Beston Bee, a paper which seems to think that it is sustaining the Governor only when it eulogizes all the men he appoints to office. I am sure Gov. the men he appoints to office. I am sure Gov. Banks recognizes no such test of fidelity to the principles of his administration. He never said a ter thing than this, which I find in his speech livered at Worcester early in the campaign of last

livered at Worcester early in the campaign of last year:

"The partisan press was only half an existence, and yet it fulfilled its mission in preparing the way for a more expanded and intelligent system of journalism. The old press could hear and see and feel nothing that was not favorable to its petrons of hostile to its fors. And as the soul is incapable of a like division, it attempted to grope its way to immortality without any soul at all. It painted only in colors of light and shade. For its patrons the golden huse of the iris were not too brilliant, and for its fors the derkest shades of the nether world were insufficient. And if we look back upon its career with some satisfaction, we feel that there was nothing in its life that became it like the leaving it. In its place we have an elevated, expansive and intelligent system of independent journalism. Supported only by seneral patronage, it has no interest in perverting truth. The little that is left of the old system is like the journalism of Louis Napoleon, as compared with that of England or the United States. There is no higher mission in either country than that of the independent journalist; but it is maintained only by superior window and high theority, in the absence of either it sinks to the ancient level. But while it is an elevated it is use a private interest. As a candidate for popular support, I cannot, and do not devire to command it."

The Judges of the new Court of Probate and Insolvency are understood to have been nominated,

solvency are understood to have been nominated, but not yet confirmed. Such names as have been published belong to good men.

FACTORY OPERATIVES ON A STRIKE.

From The Providence Post, May 10.

A large number of the operatives employed in the DeLains mill, all those employed in the Union mill, and many from Waterman's mill, on Friday left their work on a strike for a restoration of wages to the point from which they were put down. On Saturday morning the strikers of both seres rallied in a procession, and maintained such a threatening demeanor that the Sheriff was sent for. Before that officer arrived with his posse, however, the procession and branched off into a grove for a May party, and no arrest was made. into a grove for a May party, and no arrest was made, save of one McGinnis, a resident of Dyerville, who laid violent hands on Albert Arnold, an overseer in

After the Sheriff's posse had retired, the strikers returned, and about 71 o'clock in the evening they be gan to assemble on the hill near the De Lyine mill. gan to assemble on the hill near the De Lyine mill, and in a short time a crowd of some seven or eight hundred persons, mostly of foreign birth, had gathered in one jabbering, confused and tumultuous throng.

In the midst of this Babel-like confusion, a wagon

throng.

In the midst of this Babel-like confusior, a wagou containing four men appeared upon the stage, and the meeting came to order—we suppose that is the wordat any rate the speaking commenced. The first speaker—Mr. Mark Clemens—was hardly in a condition to quell a popular thought, or win the masses to the practice of virtue, and any intemperance of language that he used should clearly be set down as an error of the head and not of the heart. Mr. Clemens hoped the strikers would stand out for what they bud started for, and if each would help the other he was sure they would carry the day. What are we, said he, but slaves? yes, worse than slaves, for as save is sure of receiving his food and clothing from day to day, while we have no such surety. We are working for our oppressors and drivers; now let us show them that we are bound to have our rights. We have been enslaved long enough: let us now take up arms against our enemy. Searce the club and stoord, every one of you, and we will trample and grind the rich under our feel. We are toy far the strongest party. Let us be like Bonaparte's soldiers. You remember that the old here drew his men up in a solid column, and placing himself "foreninst" them, he cried, "Falls" me, brave comrades, let us have victory or dearn. If you have no here among you, said Mr. Clemens, I will be your here? I will lead you to the battle and will pledge you my heart said hand that I will lead you either to victory or dearn!

Mr. Clemens's speech—the like of which has not

will pladge you my heart and hand that I will lead you either to victory or death!

Mr. Clements a speech—the like of which has not been heard since assessmation was publicly glocified in New-York—was received with every manifestation of applause, from the shrill warwhoop of the Pottawo-tamies to the delightful intonations of the "Tigers." The applause having subsided, and its last reverberation on Sky-High and Neutacontament having lapsed into theme, up rose in that tothery buggy Mr. Robert Mr. was your assessment in the power of the state of t

said Mr. R., are too tyrannical. See what the country of Rome has come to—once the most beautiful country in the world—but when the foemen of Rome began to tyrannize ever the people, it immediately lost is beauty, its influence and its reputation. Mr. R. proceeded to denounce the rich in severe and unwarrantable terms; and then exhorted his confrers to stand firmly in what they have commenced, and help each other when want presses upon them. Start an association of some kind among yourselves, said he, to help one another. I am willing to give \$2 a week for its support. I have had three overcoats the past Winter, and have given all away for the support of the poor. I have a good one on my back now, and it any of you are starving I will give it to you.

The meeting adopted resolutions to raise a subscription for the purpose of obtaining money to carry the case of Mr. McGinnis through the Courts; to stand firm in carrying the cause through; to preven new hands from going to work; and to retain passession of their tenements. They then adjourned to meet at 9 o'clock Monday morning.

THE CENTRAL RAILROAD SLAUGHTER.

FURTHER DETAILS AND INCIDENTS.

FURTHER DEFAILS AND INCIDENTS.

From The Utica Herald, May 12.

THE CASTROPHE.

The Cincinnati Express train, due here at 6:20 a.m., was a little behind time at Whitesboro, and as it passed that station several who were awaiting the arrival of the Utica accommodation train for the West, observed the high rate of speed. Both trains reached the fatal bridge about the same instant. Both engines crossed in safety, and neither engineer perceived anything unusual. As the baggage car of the Express, and the first freight of the Accommodation touched the bridge, the north side of the structure gave way. The freight cars went over; one to the bottom of the creek, another diagonally over that, and two others were drawn far off the track, down the embankment, while the residue of the track, down the embankment, while the residue of the train was thrown from the rails. The single passenger car attached, was badly jarred, but no one was injured.

passenger car attached, was bany jarred, but no one was injured.

But the Express train was transformed in an instant from a scene of life to a charnel house. It consisted of four passenger cars. The first car crossed the bridge. The second struck against the abutment, i's front sinking and its rear rising. The third shot under and into the second; and the fourth still under and into the third, piling the cars three high. The first car was completely shivered; not a seat left in its place, but all wrecked into atoms. The other cars dovetailed one into the other in most cissetrous committee.

dovetailed one into the other in most cisastrous commixture.

The cause of the catastrophe is differently stated. One version is, that an axle of the express bagyage car broke just as it reached the bridge, and turew the truck crosswise, blocking up the tracks and throwing both trains against the trusses, thus breaking the latter and plunging the former into frightful ruins. The other version is, that the weight of the two trains going in opposite directions, and swaying the structure, was too much fer its strength, and the freight cars without great crash, but as the express train was going more rapidly, it reaped the full harvest of fatality and ruin. The timbers of the bridge were certainly rotten. Some of the main beame, as they were taken by pieces from the ruins, were pulpy and friable from the progress of decay.

The breaking of an axle on any bridge while two trains are crossing in opposite directions, by throwing both from the track, would crush almost any structure of human ingenuity. Happening on a wooden bridge of doubtful security, the result could not be other than disastrous.

of human ingenuity. Happening on a wooden bridge of doubtful security, the result could not be other than disastrous.

A PERSONAL NARRATIVE.

Mr. Walter H. Shube, a very intelligent gentleman, who was formerly iditor of The Shield and Banner, at Mansfield, Ohio, gives a clear account of his sensations. He says it is the third time he has been through a similar scene within nine months. He was in a car which rolled down an embankment near Hornellsville, on the Eric Road, and again on the same road when two trains came in collision near what is called "Tip top Summit." On the latter occasion he was carried by the force of the collision through the flying splinters of the baggage-car, and landed on top of the wood in the tender, and yet escaped without other injury than painful bruises. He says he has learned to take calamities coolly.

The first intimation Mr. Saube had that all was not night on the train, he heard a shrick, apparently from a female voice, immediately followed by a cracking sound. Having made up his mind that the surest way of escaping it juries upon such occasions was to make fast to something, he graeped the seat firmly, and was immediately carried, seat and all, over the head of the man in front of him. He felt the fire flash from his eyes by coming in collision with the head of the unknown man, who was lying dead in the baggage room. Mr. Shube says he distinctly heard the crushing round of breaking bones as the old man was thrown against the side of the car; he says it sourded in his ears like that produced by a dog "craunching the bones of a partridge," and was to him the mest horrible noise he ever heard. He thinks the old man died instantly.

Mr. Shube was in the second car. He saw a shower of splinters flying and got a glimpse of daylight shi ing through the end car as he went down, following the engine, tender, baggage and first passenger car. The third car struck the second in end and dashed it in pieces—a heap of ruins. Mr. Shube was assisted out of the midst of the wreck by friendly h

small bones of his leg broken. He says the hip is injured in the same place where its firmness was severely tried on the Eric Road, but he speaks confidently of being on his way again in a few days. Few men live to pass through such scenes as Mr. Shube has experienced. His own escape, as well as that of many others, stops little short of the miraculous.

As soon as word was received in town of this extras-As soon as word was received in town of this catrastrophe, a general pallor rested on every check. The blow was so terrible, and struck so near, that everybody was startled. Crowds hurried to the Raifroad depot, and listend eagerly to every detail of the horror. Others hastened to the scene by cars and carriage, and on fact. Several hundred opersons were on the ground while we were there, and though some went away, others came to keep the number good, even during the rain-storm of yesterday morning. Conversation centered on this subject in street and store and house. Neither business nor pleasure could set it sands extreme on tuniness nor pleasure could set it aside. It engressed every mind, and the idea of death was brought home to al more distinctly and terribly than almost ever before.

THE SCENE OF THE ACCIDENT.

The scene of this disaster, which will link the name of the Sauquoit with the Des Jardins in the record of horrors, is between the Eris Canal and the Mohawk River, and directly opposite the village of Yorkville. The bridge was about thirty-five feet span, of wood, with stone abutments. The distance to the water is about eight feet, and the depth of the water not over four feet.

with stone abutments. The distance to the water is about eight feet, and the depth of the water not over four feet.

The wood-work is of eim. The timbers outside appear comparatively solid, though worm-eaten; but where broken, several of the beams are rotten nearly through and through. Mr. Everett, master of wood repairs on the road, informs us that this bridge was rebuilt only three years ago.

The heap of ruins at a distance even were and to beheld. As one drew nearer, he saw on the south sile of the track a passenger car in splinters; the bridge crushed; a pile of passenger cars rising 20 to 30 feet into the air; freight cars on the bash and in the creek; and here and there gouts of blood and fragments of citting that hinted at the terrible casualty.

The work of removal and repair was early begun. The efficiency of Mr. Superintendent Priest soon placed gangs of men preserving the freight from the water; removing the ruins from the track; preparing for the re estimation of the bridge.

CARE FOR THE VICTIMS.

for the re-construction of the bridge.

Major Priest, local Superintendent of the road, was on the accommodation train, and at once took measures to provide for the victims. The wounded were brought to this city or taken to Whiteshoro. At the latter place they were cased for at the residence of Mr. Purdy, station-master. Here quarters were found for them at Bagg's Hotel, the McGregor House, the Northern Hotel, and the Railroad House.

The people of Yorkville were very active in rendering and to the sufferer. They were early on the ground, and were both prompt and judicious in their services.

retvices.

Several of the elergymen of the city were early in attendance, and with other benevolent citizens and the Siters of Charity, and the Masons, to which order Mr. Mack belonged, did what could be done to further

Mr. Mack belonged, did what could be done to further the labers of the physicians.

Of the latter, we believe all ware on duty, performing duties that only they could render. Among those whom we noticed were Doctors Coventry, Thomas, McCell, Wolcott, Bagg, Day, Watson, Bissell, Williams, Valentine and Jones. At Whitesbook we met Doctors Henderson (father and son), Smith and Gardner, caring assiduously for the suffering. Perhaps others, also, were no less efficient, whom we did not meet on our observations. John Saryker of Rome was on the express train, and

John Siryker of Rome was on the express train, and in the car where the passengers suffered most, but excepted univjured. He states that he felt the first jar, and knew trouble was at hand. Impulsively, he prostrated himself under the seate, and fortunately comes off with only tome severe rents in his garments. After buying a new suit of clothes here, he went on his journey Eastward.

The body of young Bettman was found in the position previously indicated by Mr. Saube, whose parts.

The body of young bettman was round in the posi-tion previously indicated by Mr. Saube, whose narra-tive we give elsewhere. He saw the little fellow thrown forward, and sick anid the roins.

The agony of Mr. Bettman while he can was missing

was intense; when it was announced to him that the corpee had been found, the father exclaimed, "For "Ged's rake, bring in his body; let me see him ones

The Utica Telegroph gives the following as a cor-

The Utica Telegroph gives the following as a correct list of

IHE SILLED.

A. Meore of Rising Sun, Ind., was terribly bruised about the head, producing concussion of the brain. He was brought to the Northern Hotel in this city, and medical attendance provided. But he never spoke after his injury, and died about 10 o'clock. He had \$180 in money on his person, and had the seeming of a prominent and worthy man. The Postmaster of his village was at once telegraphed to.

Damel A. Brayton, Paeips, Ontario Co., was so crushed that he died instantly. He had a gold watch, \$20 in money, valuable papers, and a certificate of membership in I. O. O. F. were found on his person.

A daughter of Abram Mack of Cincinnati, aged about 12 years. She was in company with her father and mether, who had with them six children. The daughter was instantly killed.

A little son of the same family, aged 7 years, suffered injuries in the head, was subjected to the operation of trepanning, but died about 7 o'clock last evening.

An Irishman, aged apparently 60 years, had his head

An Irishman, aged apparently 60 years, had his head An Irishmas, aged apparently 60 years, had his head crushed to a jelly, and his arms broken; he probably never realized the terrible blows he received; death doubtless came to him like a flash. Nothing is known concerning him, save that a letter was found on his person, without envelope or address, directing that the answer should be sent to John Fitzgerald. Detroit, this watch was still running when we saw him. He lay in a car at Whitesboro. The Coroner supposes that the letter is from the son of the deceased, and that the name of the latter also is John Fitzgerald. He had about \$40 in gold on his person.

A colored preacher, supposed to be named Walter H. Sharpe, on his way to Albany, had both legs broken, and met a speedy death. He lay in a car at the Whitesboro station.

Charles Bettman, aged 12 years, son of B. Bettman, who is among the injured, was found about 6 o'clock last evening in the creek. His body lay at the bottom of the rubbish, near the abutment. He was found by W. H. Acker of Yorkville.

In addition to those mentioned yesterday as injured

In addition to those mentioned yesterday as injuried are the following:

Mr. Ephoven, wife and two or three children, from Louisville, were on the train. Mr. Ephoven is a German; be is severely bruised. Mrs. E. has about three inches of the scalp torn off, a tooth knocked out, and is otherwise seriously injured. Her recovery is romewhat doubtful. Her little boy has a leg pretty badly sprained. This family are at the American Hotel.

S. S. Horton Binghamton had his threat cut from

S. S. Herton, Binghamton, had his throat cut from

S. S. Herton, Binghamton, had his throat cut from ear to ear, as completely as though it was done with a knife, and yet the doctors say he may recover.

Miss Marian A. Wheeler of Utipa received an ugly wound, tearing off a portion of the flesh on the arm, and is pretty severely bruised, but her injuries are not of a dangerous character. She is at Mrs. Kinoaid's on Broad street. Her parents reside in Rome.

Hugh Sislay, a young man from Minnesota, was terribly mangled. His head was badly fractured. His right cyclid was cut loose, so as to hang down, and the scalp separated from his forehead. His recovery is by no means certain.

The wife of Michael Broderick, mentioned yesterday, was completely scalped, her head being quite

day, was completely scalped, her head being quite circled, as an Indian would do it with a knife. She was sitting beside her husband, and their daughter of was sitting beside her husband, and their daughter of twelve years of age occupied a seat before them. When the crash came, Michael says he missed both wite and daughter at once. The latter he soon found and rescued in a few moments from a heap of fragments, apparently unburt; but it took him longer to find his wife, bloody and bruised. He himself hardly received a scratch. His wife will prebably recover. They belong to Boston.

Young Burnham, who sells the New-York papers on the care, was in the nuder car, and received wounds

the care, was in the under car, and received wounds about the head. His life seemed for some seconds lost beyond hope. But he came out almost miraculously, alive, and after having his wounds dressed, he was

able to go about.

Scarcely a person in the cars escaped without bruises, and many were more or less burt who left on the cart train after the calamity, and their names are not ascertained.

STATE OF THE BRIDGE. TESTIMONY BEFORE THE CORONER'S JURY, MAY

STATE OF THE BRIDGE.

TENTIMONY BEFORE THE CORONER'S JURY, MAY

11 AND 12.

Benj. Soutenger, (Engineer on the Accommodation,)
being duly sworn, deposes and says—I her lugsyracue; I was on
the freight train that left Utica this morning at 6:10; as I was
crossing a creek bridge I felt a jerk on the engine; I am employed
by the Central Railroad as engineer; I run engine No. 36:1 was
running this engine this morning; I started from the railroad
depot here at my usual hour; my rain was a freight and passinger train; that train is made up here for the west; we stop at
Whitesboro; it is a way train; the conductor is Francis Eyeman;
he was on the train; Geo. Voeburgh is the fireman; he was on the
train; that train is made up here for the west; we stop at
train; the were running at the tate of 10 or 12 miles per hour;
there was a train gassed the bridge three minotes before we did,
going west; this was a wood train; Mr. Hong was the conductor
of that train; do not know the name of the engineer; I saw the
Cincinnal express train going east, and coming toward me; that
train is due her at 6:20; when I first saw the train they were
about fifty rods from the bridge; and to tell how near I was to
the bridge at this time; had not passed the bridge when I saw the
train; I cannot tell how far the trains were spart; we have instructions not get upon the bridge at Rome with two engines; we
have some in regard to other bridges; we neet with an accident at
this, bridge; the first I noticed was a sudden yerk upon my ensine; it broke the tender from the engine; it went
about three rods from the bridge; it atopped itself; I looked back
and saw the cara all mixed up; I met the passenger train on the
border; I found my train, three care lying in the creek, cone car
laid on its side in the water; I did not notice the position of the
other cars; the tender did not g; into the creek; then was on
passenger car on my train, three care lying in the creek, one car
laid on its side in the water; I did not notice the position of the
other c grage -ar was bodly broken; three cars were all anashed in e ther in the bridge; the bridge was broken down; a portion of electors to the bridge were broken; I felt only one shock; I uld not tell how many passengers were injured; there we thing broken about my train before I got to the bridge; the

nothing broken about my frain before I got to the bridge; the sale was not broken to uny eagine.

Groß-examined-I run over the road twice a day; never noticed any shahing about this bridge before; could not say whether the engines were both ou the bridge tegether; I have met the express et gire on that bridge; met on there week before last; have known engines to cross this bridge lashed together; they would both be on the bridge together when lashed; think two engines would stand between the aboutment; the forward part of my engine had about got off the bridge as I felt the jerk; the other engine was on the bridge at this time; the train I was on was due at at Sysacure at 3:30.

income engines to creas this bridge lashed together, they would both be on the bridge together when lashed; think two engines would stand between the abatiments; the forward part of my engine had about got off the bridge at 16 lith epick; the other engine had about got off the bridge at 16 lith epick; the other engine had about got off the bridge at 16 lith epick; the was present at Systems at 9:15.

Cumiles Champlain, being duly sworn, deposes and asystems to the first was the care were all summer more than the seed of Whitesborn, the first laws the care were all summer more than the seed of the control of the seed of the control of the seed of

terday at Whitestown; I examined the bridge scaled under the bridge from the upper side; saw a timber near the center of the bridge; it appeared there was a shell upon the outside three quarte thick which seemed sound; could not say this was the bridge.

H. Parks, jf., was sworn and testified—I reside Utos, and am a civil sugineer; I em city surveyor of this oil have examined the bridge at Whitestown to-day and yesterds the bridge was composed of three trusses, two outside and o middle one; the trusses are composed of two stringers connect with braces and holts; the needle beams upon which the trailes, are boilted upon the lower side to the lower cords; the trailes, are boilted upon the lower side to the lower cords; the trailes, are boilted upon the lower side to the lower cords; the trailes, are boilted upon the lower side to the lower cords; the trailes of the shutments rested up the rail was spiked; the trusses at the shutments rested up the bear of the bridge is feet, measured from the face of each wall; the cords are all electrons which is oak the cords or stringers are about one, which is oak the cords or stringers are about one.

Almon H. Clark was sworn, and teetified: I reside at Yorkville; am 27 years of age, and a tin-mith; have seen the bridge in question; was near it ten days or two weeks ary, when a train passed it; it was between 10 and 12 o'clock in the moreing, and the train was soing east very rapidly on the south track; I was under the bridge fishing and observed the bridge much disturbed and trembled; I was frightened and told my companions I would not be found there again when a train passed; thought the bridge shock more than was proper; the juring seemed to be up and down; it hated while the whole train was passing; rotten places of timber and chips were shaken off and fell on the surface of the water.

Cross-samined—I had been before under raifroad bridges; eight or ten years ago, when the creek was further east, the bridge was of larger span than the one broken; the former rested on piles, distant from each other eight or ten feet; had never been before under a bridge of forty feet span while a train was crossing; I was considerably frightened on the occasion mentioned; think the bridge vibrated; was cool enough to recollect this distinctly

David S. We od, sworn and testified—I have resided at Yorkville for 18 or 19 years; know the bridge in coestion; it is partly off my farm; cannot state the time it was built; do not think it has been built ance within five or six years, but repaire have been made on it; I have examined the bridge since the acident; examined several of the stringers or bed pieces on which the track was laid; one on the north side was oak; examined the cord pieces that were broken; they were of bastard or water elm; am acquainted with this kind of timber; in such a position, this would last one, two or three years; was fload Commissioner in Whitestown for eight years, and had bridge built of this wood that did not last more than one year; the center beam in the broken bridge was of bastard elm; the timbers of this wood that did not last more than one year; the center beam in the broken bridge was of bastard elm; the timbers of this kind of wood, where broken, were very much decayed; if the bridge had been built anew, think I would have known it; for a number of years have refused to use bastard elm in town bridges; have required red beech or oak; it takes experience and expertness the distinguish bastard elm from white elm when in fresh timber; time is the best test; could not positively distinguish them when green; an ordinary judge could tell after it had seasoned.

Mr. Durrenbeck, sworn and testified—I recide at Yorkville; have seen this bridge before yes enday, but I have never examined it before to-day; I think I saw three please of bastard elm; if think they were stringers; they were broken; they were somewhat dozy and rotten; should call then partly badly so where they were broken; I did not notice any other timbers broken; it am a blackwith.

David F. Stone, sworn, testified—I recide an Marcy, and am a millwright; examined the bridge in question to-day; found the two lower stringers broken and the second one expeedingly rotten; it seemed affected clear through; it was of bastard elm; pronounced three lower timbers of the

THE LAST RAILROAD SLAUGHTER.

To the Editor of The N. Y. Tribuna.

Sir: It is eaid that the terrible accident which occurred this morning near Whitesboro', "was not owing to "any defect in the bridge, but the cars ran off the "track," &c. I was on the ground shortly after the courrence of the catastrophe, and examined the broken bridge somewhat minutely. Some of the principal timbers were so rotten that they could be picked to pieces with the hand, and the conviction was general among the crowds there assembled that the accident was occasioned by the rottenness of the string-pieces supporting the track. Several large pieces of the punk were taken away by citizens of Whitesboro', and will be exhibited to the Coroner's Jury. Let the truth be known, that the responsibility may rest where it justly belongs. Yours, &c , Whitebore', May 11, 1858.

PUBLIC MRETINGS.

BOARD OF ALDERMEN.
THURSDAY, May 13.—Ald. John CLANCY, President,

Sundry petitions were referred; among them, one from citizens in favor of having the streets cleaned by

Singly petitions were referred; among them, one from citizens in favor of having the streets cleaned by contract.

Laborers' Pay — Ald. Tucker offered the following: Wherean, The laborers ard carmen employed in the Wards not under contract have received to pay since the lat of January last, and in consequence of which they are compelled to self their claims at a discount of from 25 to 35 per cent:

Resolved, That the subject be referred to the Committee on Chaning Streets, with instruction to investigate the matter, and report the result to this Board at its next meeting.

Aid. Tucker, on presenting this, as ald these menwere actually suffering for their money, and there did not seem to be a reason why they should not have it. He hoped the matter would be investigated. The paper was adopted.

The Fifth-avenue Retaining Wall.—The Committee on Roads reported adverse to repeating the ordinance for builting a retaining wall on Fifth avenue, between Fifty-fourth and Fifty-inth streets.

Ald. Davis presented a minority report in favor of a repeal of said ordinance.

Ald. Tucker spoke in favor of the minority. The whole work, he contended, was uncalled for and unnecessary. If the work had to be done, he hoped there would be a new contract advertised for, and the matter thrown open for competition.

Ald. Owers moved that the subject he leid over till

ter thrown open for competition.

Ald, Owens moved that the subject be laid over till Morday. Carried.

Cuts Railrands.—The Committee or Pallerade as

Morday. Carried.

City Railroads.—The Committee on Railroads reported in favor of requiring the City Railroad Companies and the Harlem Railroad Company to have, within thirty days, gateways constructed on the platforms of their cars for the safety of passengers. Ad platforms of their cars for the safety of passengers.

d.
The same Committee reported in favor of compelling

The same Committee reported in favor of compelling City Railroad Companies running cars below One-hundred-and-twenty-fifth street to pay \$50 annually for each car so run. Adopted by 14 to 1.

Communication—Important Correction.—From the Controller correcting errors in the report of the Committee on Joint Accounts in reference to the Finance and Street Departments, which was read and ordered writted.

DEPARTMENT OF FINANCE, CONTROLLER'S OFFICE, NEW-YORK, May 13, 1858.

DEPARTMENT OF FINANCE. CONTROLLER'S OFFICE, New-York, May 13, 1858.

To the Common Council:

The Controller respectfully submits to the Common Council at explanation in regard to that portion of the report of the Joint Committee on Accounts, made to the Board of Aldermen May 6, which relates to the payment of awards on the Bowery extension. This becomes necessary, in consequence of the manner is which the Committee has mixed up the receipts taken in the Street Department with the accounts kept in the Finance Department, and also in consequence of a misapprehension by the Committee in regard to the samount of the awards paid to the executors of Makion Day and to Mrs. Julianna Gardiner. The posting of the books in the Finance Department had been neglected by J. B. Smith, but these have been brought up by Mr. Storrs within a few days, and we are now enabled to sive a precise and correct statement in regard to the payment of awards on this improvement. In doing this the exhalt will be confined to the transactions in the Finance Department and excluding all aliasism to the Finance Department cannot properly be held responsible.

The Committee make the following statement in regard to the immed to Juliana Gardiner even awards, amounting in the agregate to \$42,990.

The receipt-book shows three receipts of Juliana Gardiner even awards, amounting in the agregate to \$42,990.

The receipt-book shows three receipts of Juliana Gardiner for payments of awards in Bowery opening and extension:

the dated Oct 24, 1856, for \$9,835

Ore dated Oct 24, 1856, for \$9,835

Ore dated Oct 24, 1856, for \$9,835

Ore dated Dec. 13, 1856, for \$1,805

The three previous area allowed to \$1,805

The three